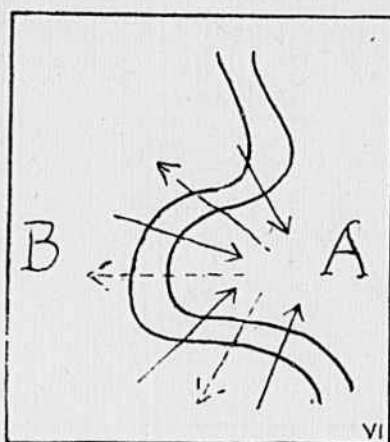


CAN ALLIES PASS
LINE OF THE RHINE?

(Continued from First Page.)

the neck of the loop at C-D, cannot fall back to further trenches, reposing with either end upon the river. Every movement backwards will involve the holding of a longer and longer line of trenches, as at EF, and then GH, and the number of men who could just hold the first line of trenches would be inadequate to hold the second, and still more inadequate to hold the third. To all this we may add the fact that a river is more easily crossed by the offensive when the land on his side is higher than on the side of the defensive, because under such circumstances the fire of the offensive will have an advantage over the fire of the defensive.



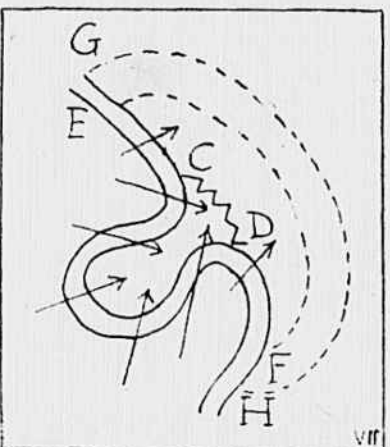
MAP VI.

suggest an explanation for this attitude of mind: an explanation which seems to me sufficient to justify it.

Upon Map No. IX, will be perceived three lines running from top to bottom, that is, from north to south. The boundary at the top is the shore of the North Sea, the shaded area is the neutral territory of Holland. The line farthest to the left, the sinuous full line marked by dots, represents the present line of the German trenches from the Swiss mountains to Neuport. It is a line not quite 400 miles in length, counting all its ins and outs. The Germans at present can just hold it with the number of men they have concentrated upon the West. When they can no longer hold that line it will be because they have been so worn down by persistent local attacks that their diminishing numbers will compel them to fall back upon a shorter line, and the best and shortest line to which they can fall back is that starting with the southernmost point of the Dutch border, passing in front of Liege, in front of the Vosges, in front of the Ardennes (A-A) on the map, and the Vosges (V-V) where comparatively small numbers should be able to hold up comparatively large ones.

LONG LINE HARD TO HOLD
WITH SHATTERED FORCE

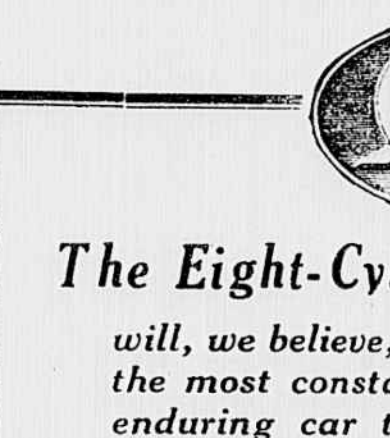
Now it is apparent that if ever the enemy is driven from this shortest line—that is, if he is so furiously worn down that he cannot hold it—he will with difficulty be able to hold a much longer line of the Rhine immediately behind him, a line marked on the map by the broad black line on the right. The contrast in length between the



MAP VII.

two lines is simply expressed in Map No. VIII, where it is clear that a force, failing to hold the dotted line, could hardly hold the continuous one.

Nor is this all. It is equally apparent that, in effecting their retirement



MAP VIII.

We held if any one of those conditions is lacking.

They are as follows:

First. The enemy must not be allowed to dominate a reentrant or loop pointing towards his position and away from the German position.

Second. There must be enough men and enough heavy artillery behind the line to concentrate within the time it would take an enemy to cross a sufficient force to prevent that crossing at any threatened point.

Third. The enemy must be able to distinguish between a feint and the main attempt to cross the river.

Fourth. And much the most important, he must be amply supplied with heavy artillery at least as mobile as his opponents.

This last point is under modern conditions by far the most important, and I think it may be taken for granted that if over the struggle for the line of the Rhine comes that upon this feature almost alone will the issue depend. Different Than Sudden Assault on Line of Trenches.

Remember that the crossing of a river differs profoundly from the crossing of a line of trenches. You can only force a line of trenches by massing men to act as a bolt at one point, and such massing of men is quickly noticed by the enemy by modern air work. But you force a river by successfully building a bridge and holding the comparatively narrow neck of the bridge head beyond, and the task is not one requiring a great number of men. It requires three things—rapidity, surprise, and the dominating of the other bank by your artillery.

If these were the only matters to be considered, the crossing of the Rhine would be very doubtful. And the general opinion that this obstacle will prove, in case of a German defeat, the most formidable of our impediments, will be justified. But it is curious to note how really expert opinion is not, indeed, that the enemy will be defeated, for prophecy of that kind in war is folly, but that if he is defeated, the Rhine will prove his salvation. I will

from the short Liege-Belfort line to the longer line of the Rhine, the various bodies of the enemy must leave gaps between them. The retirement must either be fan-like in character, as it spreads out from the shorter to the longer line, or it must deliberately leave an unprotected district to the north or to the south of the retirement. In the first case there will be numerous small gaps. In the second case, one large one, and the pursuit, if properly handled, will at once take advantage of the one or the other. Before a diminished enemy, unable to hold the shorter line, could establish himself strongly beyond the river, some portion of the river line would already be within bridging distance of the allies. If, as is expected, the allies can add to this advantage in such a final phase of the war a definite superiority in heavy artillery, the crossing of the obstacle no greater space of time should follow as a matter of course.

WHAT IS FRANCE'S
MINIMUM DEMAND?

(Continued from First Page.)

ten days, in order to enjoy the gayeties of Paris.

After being wounded during October, he was sent to Val-de-Grace Hospital, and after recovery he returned to his regiment at the front.

The very same night he took a train back for Paris, where he was arrested two days later gloriously drunk and shouting "Long live Germany!" at the top of his voice. After sobering up he was once more returned to his regiment, but at the very first station where the train stopped he got out and boarded a train for Paris. This time he had the time of his life in company with a hum of Montmartre women whose names and addresses were found in his notebook, but after three days he was once more arrested.

His lawyer put up a very eloquent defense. "Djeunan el Hadi is an innocent victim of women, wine and song," he said. "Imagine that this poor fellow, who at home never saw a feminine face unveiled, inside three days met eleven Parisian hours. As for his intemperance, he is a victim to his religion. My master, he said to me, forbids him to drink wine, so he had to drink brandy, of which the prophet does not speak, and the results were disastrous, and, like many a better fellow, he finally capitulated to the sirens of Montmartre."

The judge smiled and Djeunan escaped punishment; but was sent to the front under safe escort.

THOUSANDS PLEDGED
TO TOTAL ABSTINENCE

(Continued from First Page.)

out in the yard and make room for the next detachment."

Behind the admiralty announcement that in the recent naval air attacks on the Ostend-Zeebrugge-Bruges districts, Flight Lieutenant D. Murray was compelled to alight in the open sea, and was eventually picked up by a Dutch torpedo boat, there lies a story of pluck and endurance.

In the course of the evolutions of the air fleet over Zeebrugge, something went wrong with Lieutenant Murray's machine. The moments which followed were very anxious ones for the aviator. His frail craft rocked uncertainly, and the prospect of landing in the German lines faced him.

Lieutenant Murray determined that at least he would "have a run for it." To his delight, his machine responded to his skilful handling, and righted herself, and he turned and made for the sea, realizing that it would not be long before he would be compelled to alight. He decided to make the route

of the Flushing-Folkestone boats if possible, and wait in the channel until one came along and rescued him.

But his luck was not equal to his pluck. Before he could reach the cross-channel path he had to descend, and he was found in the early morning by a Dutch torpedo boat, waiting with philosophical patience for whatever chance might bring. He is now detained in Holland for the duration of the war.

GERMANS ADOPT RUSE
OF MINING TRENCHES

Details regarding the work the Germans have been carrying out in the neighborhood of Antwerp has reached here.

The Germans have constructed several lines of trenches in advance of the forts. These trenches have been mined in a most formidable manner. At the present time the Germans are engaged in laying electric cables to the trenches, the cables starting from the central generating station at Antwerp.

If the allies should ever appear before Antwerp, the advanced forts would offer only a semblance of resistance, while the Germans would endeavor to draw the allied troops towards the mined trenches.

CAPTAIN TELLS STORY
OF RAMMING SUBMARINE

(Continued from First Page.)

I say, I could have touched the thing as we passed over it.

"I can only attribute our escape to the fact that at the moment the torpedo was discharged, so that it passed under us, and also that the submarine treated us with contempt, as it were, and never thought we would be likely to turn and run her down. This ship pitches pretty heavily in a rough sea, and that might easily account for the torpedo missing us, when it might strike a big vessel."

"There was no signal at all from the submarine during the encounter, and we saw no flag; nothing but the periscope, and the wake of a traveling torpedo. It was all over in a few minutes."

SUEZ CANAL DIRECTORS
BECOMING CONCERNED

(Continued from First Page.)

newspapers against the lack of discretion in high places. While the English press is muzzled, men who cer-

tainly ought to know better are babbling all kinds of secrets in the most childlike manner. The leakage has never been bad where the admiralty is concerned, and navy secrets have been kept better than army news.

A naval officer said to-day, "If we as much as breathe the name of the port at which any of our transports, or other boats, are expected, there is a submarine waiting for them."

An investigation of the 70 per cent or so of shells which failed to explode when fired into Scarborough and Hartlepool has revealed something that surprised the military authorities in London, who might be expected to know about the straits in which the Germans are for ammunition. When the government experts took to pieces the shells—which are not "common shell," but had shrapnel bullets inside—they found to their astonishment that a good proportion of the bullets were not of lead, but were napalm, as used by schoolboys.

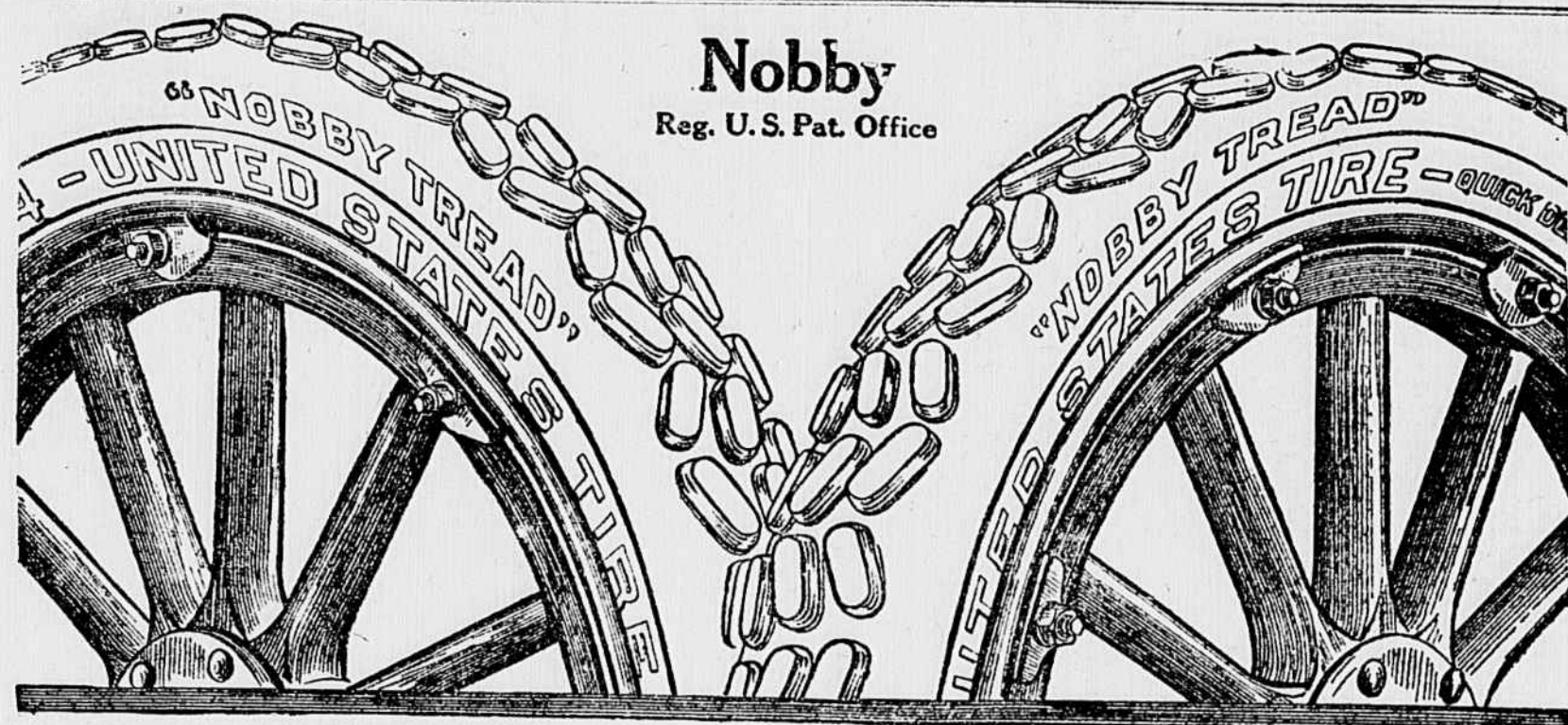
Big Lumber Mill.

ANDREWS, N. C., March 27.—Construction is progressing on the plant of the Andrews Manufacturing Company, Frank Buell, president. The

main factory building, 256x148 feet, has been completed, and the others will at once be built. Plans for the enterprise include central power-house of brick construction for boilers and electric generators, 120x50-foot planing mill, 120x50-foot flooring (plain and quartered oak) mill of 30,000 feet daily capacity, 126x44-foot drykiln with capacity of 200,000 feet of lumber, another kiln of same specifications for flooring, central power plant exhaust steam to furnish heat for dry kilns; waste, except chestnut, to furnish fuel for power plant; chestnut sawdust and shavings to be gathered by fans and blown to tannic acid plant one-half mile distant; remove Whiting mill to Andrews. In connection with the plant at Andrews, the company will cut timber on 8,000 acres of hardwood and hemlock timber land in Graham County.

Cotton Hosiery Mill.

COATS, N. C., March 27.—The Coats Hosiery Mills Company has been incorporated with \$10,000 capital stock and organized with the following officers: E. M. Hony, president; J. T. Coats, vice-president; N. T. Patterson, secretary-treasurer. It will erect a 70x24-foot \$800 frame building and install forty-one knitting machines, boiler for steaming hosiery, hand press for pressing hosiery, etc. All machinery except boiler and press has been purchased.



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